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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY East Germany

SUBJECT Reichsbahn Coal Stocks

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THIS IS UNEVALUATED INFORMATION

[redacted]

25X1 [redacted] the Ministry of Railroads, the following coal stocks were available in East Germany between 10 and 19 February 1954:

Expressed in daily requirements:

Railroad District	Date in February 10	11	12	13/14	15
Berlin	10,3	10,7	10,8	10,7	11,2
Greifswald	13,5	14,2	14,6	14,1	14,2
Schwerin	8,6	8,6	8,4	8,2	8,6
Magdeburg	6,1	7,1	7,1	7,8	7,9
Halle	5,8	5,8	5,9	6,1	6,1
Erfurt	7,0	7,0	7,0	7,0	7,0
Dresden	7,7	7,6	7,7	8,0	8,0
Cottbus	6,0	5,7	5,8	5,8	6,0
Average	7,7	7,8	7,9	8,0	8,2

Railroad District	16	17	18	19
Berlin	11,8	11,9	11,3	10,9
Greifswald	14,9	14,3	13,7	13,0
Schwerin	10,2	9,9	9,6	9,4
Magdeburg	8,7	8,8	8,6	8,5
Halle	6,5	6,3	6,0	5,9
Erfurt	7,6	7,5	7,3	7,1
Dresden	8,5	8,2	8,1	7,9
Cottbus	6,2	5,8	5,8	5,7
Average	8,7	8,6	8,3	8,1

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b. Expressed in metric tons:

	Date in February				
	10	12	16	18	
Hard coal	63,086	69,048	80,053	30,317	
Brown coal briquettes	92,497	88,993	83,137	72,755	
Brown coal dust	207	187	207	187	
Raw brown coal	735	692	685	646	2

2. After early January, some of the locomotives were again fired with briquettes because there was not sufficient hard coal available.

25X1 3. [redacted] the following railroad coal stocks were available in East Germany between 8 and 20 February:

Date in February	Coal for Locomotives (in tons)		Shop Coal (in Terms of Brown Coal Briquettes)
	Hard Coal	Brown Coal Briquettes	
8	53,300	86,400	33,800
10	63,000	92,400	34,100
12	69,000	88,900	34,200
14	73,900	84,900	34,000
16	80,000	83,100	33,800
18	80,300	72,700	32,200
20	78,000	59,600	30,300

4. The following daily coal consumption quotas were fixed effective 16 February:

Railroad District	Coal for Locomotives (in tons)	Shop Coal
Berlin	5,300	670
Greifswald	1,250	120
Schwerin	1,600	110
Magdaburg	2,800	250
Halle	4,500	670
Erfurt	3,900	370
Dresden	4,100	370
Cottbus	1,850	140
Total	25,300	3,000

5. Between January and March 1954, the East German Railroads was to be evenly supplied with hard coal and brown coal briquettes. Since hard coal imports from Poland remained behind schedule, in January 1954 locomotives had again to be fired with brown coal briquettes. The use of brown coal briquettes for locomotives led to a critical coal shortage at central German industrial enterprises. 4 In 1954, the East German railroad administration was to be furnished 350,000 tons of raw brown coal also for use by locomotives. East German railroad representatives were informed that the Poles would fulfill their coal delivery contracts.

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6. The East German railroads suffers from an acute shortage of coal dust because several of the coal crushing plants have broken down. 5

25X1 1. [redacted] Comment. As compared with the last reported coal stocks which were adequate for 6.2 days, total coal stocks increased slightly but still represented only about one third of coal stocks considered as normal.

25X1 [redacted]

25X1 2. [redacted] Comment. As 80,317 tons of hard coal represent 120,476 tons of briquette units and 646 tons of raw brown coal represent 258 tons of briquette units, total coal stocks available on 15 February represented 193,076 tons of briquette units. [redacted] According to the daily coal consumption quota of 23,300 tons of briquette units fixed for February 1954, these coal stocks were adequate for 8.3 days' requirements. See also paragraph 1a of this report. Hard coal stocks increased to 90 percent of total coal stocks due to increased imports from Poland since mid-February. However, reference is made in this connection to paragraph 5 of this report. 25X1

25X1 3. [redacted] Comment. As compared with January 1954, the daily coal consumption quota for locomotives was reduced by 1,200 tons, while that for shop coal was raised by 400 tons.

25X1 4. [redacted] Comment. From January through March 1954, 837,000 tons of hard coal from Poland and 354,000 tons of East German brown coal briquettes were to be supplied to the East German railroads. This amount represents 33 days' requirements and would just be adequate for current requirements. See

25X1 [redacted]

25X1 5. [redacted] Comment. Brown coal dust which has to be prepared in special crushing plants is used by coal dust-firing locomotives, a total of 36 of which including 44 serviceable locomotives were available in East Germany on 1 January 1954.

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